



Transport
Canada

Transports
Canada

TP 6980E

Issue 2/2003



feedback

Canadian Aviation Service Difficulty Reports

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hangar noise **hangar noise** hangar noise**A Message for Aircraft Maintenance Personnel**

The elevator bell crank of this aircraft was replaced. This task was completed and signed by two qualified mechanics. The aircraft was returned to service and flew 84 hours with the elevator control cable incorrectly installed as indicated on the picture.

Could this happen to you?

Complacency? Fatigue? Human factors certainly had a role in this incident. Mistakes can occur, however some may be avoidable. This incident could have had serious consequences.

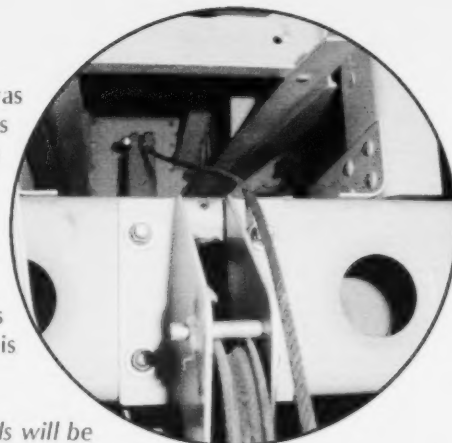


Table to CAR 571.10 states - *Work that disturbs engine or flight controls will be inspected for correct assembly, locking and sense of operation, by a least two persons, and the technical record contains the signatures of both persons.*

A maintenance release should be considered the mechanism to ensure that all maintenance has been carried out correctly. Its primary purpose is not for identifying the responsible person in the event of something gone wrong. In the process of signing the maintenance release, it is very important for that person to realize and acknowledge his/her responsibility.

CAR 571.11(6) - *If a maintenance release is signed by a person in respect of work performed by another person, the person signing the maintenance release must personally observe the work to the extent necessary to ensure that it is performed in accordance with the requirements of any applicable standards of airworthiness and, specifically, the requirements of sections 571.02 and 571.10.*

If there is complacency in signing off maintenance tasks, the whole intent of the sign-off mechanism can be lost.

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Transport Canada, Civil Aviation Communications Centre AARA, Place de Ville, Ottawa, ON, K1A 0N8.

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Cette publication est aussi disponible en français.

fixed wing

BEECH A24R SIERRA

SDR # 20020606005

Flap Motor Failed

A noise in the flap motor, P/N 1045641, initiated further inspection on that specific Beech A24R Sierra. Upon accessing the motor located under rear seat, sparks were coming out of motor during actuation.

The motor armature bushings were found worn to the extent that there was contact with the end plate during the operation of the motor. The flap motor was subsequently removed for overhaul.

BEECH C90A

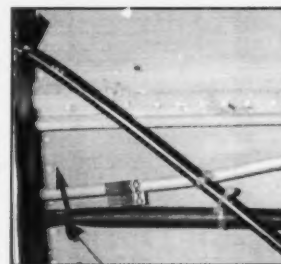
SDR # 20030117005

Pneumatic Line De-Icer Collapsed

The pneumatic line, P/N 130936P8D1000, that supplies pressure to the de-icer boots was found collapsed. This pneumatic line is located under the heat register in the aft baggage compartment on that Beech C90A.

It appears the de-ice pressure line became warm and collapsed during the de-icing boot cycle. Further investigation of the heater duct revealed no sign of air leakage. Damaged area of the pneumatic line is 1 1/4" long.

Transport Canada suggests the above be kept in mind during inspection of this area or troubleshooting the de-ice system.



CESSNA 172R

SDR # 2003013007

Wires Chafed - AGAIN!

The crew reported that the instrument panel lights would operate intermittently in flight. The condition only seemed to occur when the pilot operated the throttle control.

The maintenance technician investigating the defect determined that the aircraft wiring bundle behind the panel was positioned in such a way that it rested on the top of the throttle control in the area where threads are cut for the retaining nut. At that point it became obvious that one of the wires in the bundle (for the panel lights) had chafed through and was affected by the hand pressure which angled the throttle control just enough to initiate the faulty condition.

The wiring was repaired and the wire bundle was repositioned and secured as to not interfere with the throttle control during normal operation. The lighting circuit was then tested as satisfactory.

Aircraft total time: 3958.2 hours

We are again reminded to secure wire bundles away from other moving parts. The extra few minutes it takes to make sure wires are secure during installations and inspections can save downtime in the future.

CHALLENGER CL600 2B16 (604)

SDR # 20030400107

Drain Line Chafed

#1 EDP hydraulic case drain line was chafing against #1 EDP hydraulic pressure line, due to insufficient clearance and system vibration. Chafing occurred over a length of approximately 4 inches, and was beyond allowable limits.

Adequate clearance between all flexible and rigid lines should be ensured during installation and inspection

BEECH 99

SDR # 20021205005

Fuel Line Chafing

An AME investigating a fuel leak on a Beech 99 aircraft suspected it to be in the left nacelle area. The ensuing investigation revealed that a "chafed" fuel line was the cause of the problem. He noticed a fuel boost pump wire bundle routed in the same lightening hole as the fuel line was the principle cause of the fuel line chafing.

The AME also discovered that there was no protective material between the wires and the fuel line. Equally, the boost pump wire was chafed through to the bare wire along with slight evidence of arcing was detected in the chafed area. The tube was replaced, wire repaired and protective material installed to prevent future chafing.

Transport Canada reminds that this incident exemplifies the adherence to standard practice procedures. Adequate clearance of electrical wiring in proximity of fuel conduits is imperative. This incident could have ended with catastrophic results.

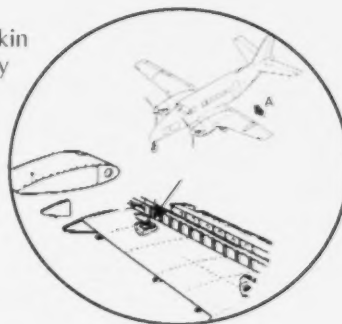
BEECH 99A

SDR # 20030120010

Wing Fitting Fractured

During a scheduled inspection on a Beech 99A, an AME noticed the aircraft skin forward of the wing spar and near the left wing fitting was soft and easily moved.

Further inspection revealed the leading edge pin P/N 50100002 was not engaged in the last 2 feet of the hinge on the inboard side. The hinge pin fractured where it bends to pass under the safety plate. As a result, the pin worked its way out and curled up inside the wing tip.

**CESSNA 550 (CITATION)**

SDR # 20021115004

Engine Cowling Failure in Flight

Shortly after takeoff of a Cessna 550 (Citation) and climbing through 8000 feet, the crew heard a "bang" followed by a constant vibration. The pilot declared an emergency and carried out an uneventful landing.

It was then discovered that the right lower engine cowling was partially detached from the aircraft and the inner half of the lower cowling fasteners were not secured. The immediate area of the engine cowl skin was kinked and bent and the forward outer fastener holes were torn. Engine maintenance had been carried out just prior to departure.

Transport Canada recommends that maintenance personnel be aware of complacency and inattention when carrying out such maintenance activities. Maintenance errors often occur when preparing aircraft to meet stringent flight departure schedules.

GULFSTREAM G1159A

SDR # 20030409008

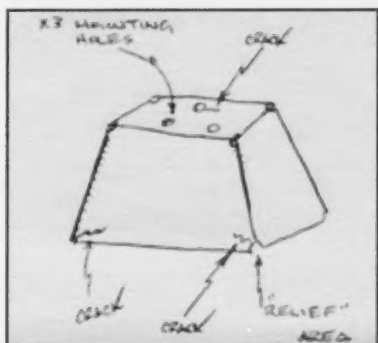
Hydraulic Tubes Chafed

Hydraulic tubes, P/N 115P20518, were found chafed beyond limits during the pylon interior scheduled inspection. Both left & right tubes showed damage in nearly identical spots, caused by chafing on an electrical wire that had been clamped improperly. The wire did not show signs of damage. Both tubes were replaced.

As aircraft age and workloads increase, the need to inspect for proper installation and clearance of fuel and hydraulic lines becomes more important.

DE HAVILLAND - DHC 6-300

SDR # 20030211002

Oil Cooler Bracket Cracked

Cracking in this area is not uncommon and should be suspected when inspecting the oil cooler bracket both in service and prior to installation of a new part.

Oil cooler bracket is a welded assembly from factory.

Cracks originated from mounting holes and "relief" area.

LEARJET 55

SDR # 20030218012

Instrument Lighting System Failure

A defective instrument lighting system was discovered on a LEARJET 55 when a new Air Data Display Unit (ADDU) was installed for the RVSM upgrade.

The symptom was the ADDU lighting would go into "night mode" (very dim) when the emergency battery pack was turned "on". This pack is kept "on" in flight to run the stand-by gyro and it also powers the 5-volt instrument lighting if primary aircraft power is lost.

The defect occurred in non-emergency mode, when the normal instrument lighting power was "off". The emergency pack was powering the whole 5-volt instrument lighting bus via relay K2 and CR4 on TB1 in circuit board UR-1. The 2.2 amp draw through CR4 would cause it to overheat and in turn, drop the voltage low enough that the lamp lighting was too dim to be noticed.

The problem was there and went unnoticed until the RVSM modification was done. Bombardier was notified of the defect by the submitter.

Should you suspect that the cockpit instrument lighting configuration of your aircraft is similar to what is described above, TC highly recommends that you revisit this area and correct any deficiencies.

BEECH A100

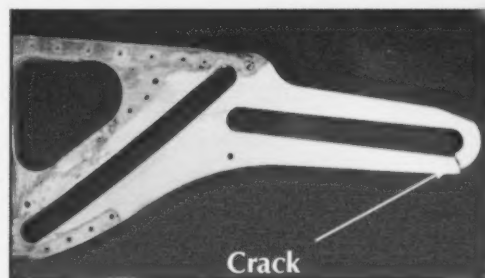
SDR # 20021212002

Flap Track Cracked

While performing an aircraft walk-around on a Beech A100, an AME discovered a crack in the inboard track (rear bottom) P/N 501600183 located on the right flap.

It may be difficult to detect a crack since the bottom aft portion of the track runs inside the flap. The submitter added that there are no inspection requirements to remove the flap in order to carry out an inspection of the track.

Part total time: 16,964 hours



Transport Canada reminds AMEs to remain diligent during inspection in such difficult areas and angles. You may be the one who finds the defect that is hard to find.

BEECH King Air B300

SDR # 20020828010

Fuel Gasket Coating

The Beech KA B300 aircraft returned shortly after departure with a fuel leak in the left nacelle area. On removal of the top cover, the mechanic found fuel streaming from the nacelle fuel quantity probe flange area. The tank was drained and the probe removed. The gasket that had been replaced the previous day was split at the point where the fuel was leaking.

Although the aircraft had been serviced with fuel in order to check the tank for leaks after replacing the gasket, the mechanic relied only on gravity feed to fill it. Completely filling the nacelle tank requires running the engine to provide fuel flow to a jet pump, which keeps the tank full. The engines were not run until departure flight the following day.

A passenger noticed the leak in flight and reported to the pilots. On examination, the cork type gasket was found to be coated with "fuel lube" which is a thread sealant normally used on threaded fuel fittings.

Although it is not an uncommon practice in the industry to use this material (very sparingly) to seal gaskets in problem areas, it is sometimes used to excess as a pre-emptive "just in case" measure on any fuel related gasket. Fuel lube has the consistency and slippery quality of heavy grease, and remains that way in service, i.e. it does not cure or set up. Consequently when the bolts are in correct torque, the gasket will tend to creep and stretch to a degree that cork type gaskets can tear.

The use of any coating when assembling various components should be in accordance with the aircraft manufacturers' instructions.

rotorcraft

MCDONNELL DOUGLAS HELICOPTERS (MDHI) 369E

SDR # 20021025001

Windowframe Cracked

During cruise flight on a Hughes 369E, the pilot heard a "pop" noise and thought it was the right forward door opening. He immediately glanced over and he saw plastic fragments on the right seat. He then realized that the window had come out from the doorframe. Only the very edge of the window that is riveted to the doorframe remained intact.

The pilot did not experience any controllability problems nor were there any other malfunctions or indication of rotor strike. Following a successful landing, it was then noticed that the departed window had impacted and severely damaged the vertical stabilizer. Fortunately, the tail rotor blades were not damaged.

It is suspected that a hairline window crack may have been the cause of this event. A good reminder that even seemingly insignificant minor cracks can sometimes lead to very serious incidents.

engines

ALLISON 250-C20B

SDR # 20030404001

Combustion Case Cracked

While in cruise flight on a B0105 CDN BS, the pilot noticed that #2 engine (Allison - 250-C20B) turbine outlet temperature (TOT) was higher than that of #1 engine. The pilot attempted to carry out a power check on #2 engine but was unable to complete because TOT was reaching red line limits.

Rotorcraft returned to base and the engineer carried out a visual check of the rotorcraft and engine. Inspection of the turbine revealed a crack across the reinforced area of the armpit of the outer combustion case. The cracked combustion case was replaced and rotorcraft returned to service with no further TOT problems.

Transport Canada recommends (as exemplified in this case) that troubleshooting begin with a good visual inspection of the general area before carrying out extensive electrical checks for thermocouple or other suspected causes. Reduction in downtime is valuable.

ALLISON AE-3007A1

SDR # 200301300001

Fuel and Ignition Components Inpection

In the course of troubleshooting engine (Allison AE-3007A1) start problems on an Embraer (EMB-145ER) aircraft, maintenance personnel decided to replace the fuel spray nozzles. The replacement of fuel system components requires that an engine ground functional check be carried out to verify for both fuel leaks and fuel flow.

Shortly after engine rotation, the outside ground mechanic noticed open flames in the front section of the engine. The cockpit maintenance crew was then alerted. Engine fire extinguishing bottles were exhausted. However, the fire was still burning. Fortunately before the complete aircraft became engulfed in flames, the airfield fire trucks responded and the engine fire was then brought under control.

Post-fire investigation revealed that an igniter lead was hanging loose and disconnected. When ignition was selected "on", the disconnected igniter lead supplied the electrical spark to ignite residual fuel, which had accumulated in the bypass duct. Soon thereafter, this now intense fire consumed the engine oil tank contents, which further aggravated the problem.

Transport Canada reminds AMEs that published procedures should be strictly followed while performing maintenance on both fuel and ignition components

feedback **feedback** feedback

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heads up

PASSENGER O₂ SYSTEM MAINTENANCE

During cruise at 33,000 feet, the aircraft experienced a rapid depressurization. The cabin climbed to 15,000 feet in approximately 5 to 10 seconds. The O₂ system deployed automatically and then the crew initiated an emergency descent.

Standby mode did not operate normally but the crew recaptured the cabin pressure during the emergency descent with manual mode. Maintenance replaced the cabin pressure controller and verified the aircraft integrity and pressurization system function during a ground run. The cabin crew reported that some passengers indicated they experienced no or low flow from the O₂ system during the descent.

Maintenance found several O₂ mask hoses improperly routed and kinked. Masks and hoses were replaced as required, O₂ bottle replaced and the aircraft released for service.

Further investigation revealed that some masks were repacked using an incorrect procedure during a prior maintenance action. Depending on the interior configuration of the aircraft cabin, there were two different procedures that could have been used. In this case, the masks were repacked using both. As a result of this incident, the company involved initiated a fleet campaign to verify all their aircraft.

It is very important that following activation of the Passenger O₂ system for any reason, all components are restored to their proper position in order to assure the system will function when subsequently activated. Restoring the "Rubber Jungle" back to the original configuration following activation is a tedious task that requires repetitive attention to detail. Resist the temptation to rush this mundane but important task. You may be grasping for O₂ yourself one day!

AME SYMPOSIA / TRADE SHOWS / WORKSHOPS 2003

ATLANTIC May 2 & 3

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of **INTEREST...**

Web Service Difficulty Reporting System Update (WSDRS)

The ability to submit and manage Service Difficulty Reports (SDR) electronically has been available since October 2001. The Web Service Difficulty Reporting System has been positively received by those registered. However, as with any new application, there is room for improvement.

As the many WSDRS (700+) users have noticed, a new version of the application was released on March 24th. This is the first of three planned releases for 2003/04. Along with a new look to harmonize with the rest of Transport Canada's websites, several new features have been added. Many of these enhancements have been a direct result of user comments on the original application.

Registration:

- Clarification of registration type
- Addition of on-screen hints
- Additional Address Fields

Menu Selections:

- Addition of Logic Chart Link
- Addition of Paper SDR form link (non registered users only)

User Homepage:

- View all "Open" SDRs - quickly returns records requiring updating of further information

User Information:

- Change Username

Add SDR:

- Print function for paper copy when desired
- Longer field lengths

AD Hoc Search

- Improvement of the code look-up function

Future releases will include:

- Continued improvement to database search capabilities
- Improved data handling (download, export, display, print, save)
- Better e-mail notification control
- Forgot Password help

We will continue to add enhancements as required. We take this opportunity to thank all those who have taken time to submit suggestions.

WSDRS not available

From time to time, the WSDRS application may be unavailable or unstable for short periods of time. This is usually due to network problems, maintenance, or other problems beyond the control of the application. When this occurs a "Page Cannot Be Displayed", "LOG ON FAILED" or similar message is usually returned. The application, although functioning, may also seem unusually slow to respond to selections.

Should this occur or if you are unable to reach the WSDRS homepage (www.tc.gc.ca/wsdrs), please retry after a couple of hours, or in rare cases the next day.

Continued unexplained difficulty in accessing the application should be reported to your Information Technology resource or directly to the following e-mail address: sdrs@tc.gc.ca.

Forgotten passwords

Requests for logon information (username and password) reset can be forwarded as well to the following e-mail address: sdrs@tc.gc.ca.

"System Timed Out?" or... @\$\$\$, Why Do I Have To Start Again?

A very common complaint about the application is the "time out" that occurs when 20 minutes has passed without a "call" to the database (logging on, running a query, submitting a record, activating a "pop up" menu, etc.). This results in the user being unknowingly disconnected from the database and unable to submit the record without logging back on and re-filling the form (*no further explanation is required to those users who have had such an experience!*)

This is a common setting on "secure websites" and servers, and is beyond the control of the application managers. This avoids unnecessary use of "bandwidth" which will slow the application down for all users.

Some tips to avoid these occurrences are:

- ➔ Have all details prepared prior to logging on to application.
- ➔ Compose "Problem Description" text in a word processor application prior to filling in the form, then "cut and paste" the text into the "Problem description" text block.
- ➔ Populate the mandatory "green" fields with minimum information and submit the record. The "Preliminary" record is now in the database and accessible from your WSDRS "Inbox" for editing.

Change of Account information

From time to time, within an organization, roles and responsibilities change. Should any person registered for WSDRS representing an approved organization change, it is important that the registration information be updated.

In the case of a new person(s) taking on the responsibility for CAR 591 reporting, the original applicant (account manager) must amend the information found in their "User Info" or "User Maintenance" page as applicable.

Account information can also be amended/confirmed by contacting us at the following e-mail address: sdrs@tc.gc.ca.

Welcome Jean Grenier to the Continuing Airworthiness Team



Mr. Jean Grenier joins the Continuing Airworthiness Division in Transport Canada as a Corrective Action Technical Inspector.

Recently hired from Industry with both a military and civil aviation background, Jean is an addition to the In-Service Investigation team. He currently handles general aviation issues in the Service Difficulty Reporting Program.

Jean also largely contributes in submitting Feed Back articles along with TC position comments.



suspected **unapproved PARTs**

The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part (SUP) was suspected. The list is provided here for information only and should not be construed as an identification of confirmed unapproved parts. In Canada, SUPs should be reported on a regular SDR form, indicating your suspicion of an unapproved part.

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AEROSPATIALE						
AS 350BA	2435	BEARING	BOGUS	SEIZED	20030319003	PNR
AS 350BA	2910	HYD. PUMP BELT	704A33690004		20030312001	QUE
BEECH						
B200C	5711	UPPER SPAR CAP	101110367	CORRODED	20030218001	PAC
C90A	3020	ANTHCE TUBE	9091009913	CRACKED/BROKEN	20030210001	ONT
C90A	7160	TUBE	9091010017	CRACKED	20030327001	ONT
BELL						
206B	2910	HOSE ASSEMBLY	70061H000A154A	FAILED	20030314003	PNR
BOEING						
737 217	0000	RUDDER PCU			20030321011	PAC
BRITTEN NORMAN						
BN2A 27	3242	BRAKE DISC ASSY	16402201	SHEARED	20030102001	PAC
CANADAIIR						
CL215 1A10	2701	RIVET	CR431364	WORN	20030116007	NCR
CL600 2B16(604)	2710	SHAFT SEA		LEAKING	20030212005	NCR
CESSNA						
150	2421	ALTERNATOR	DOFF10300F	FAILED	20030120006	QUE
DEHAVILLAND						
DHC 2 MKI	5520	ELEV.TORQUETUBE	C2T29A	FAILED	20030131001	PAC
GARRETT						
TPE331-10N	7261	SCAVENGE PUMP	31080261	SEIZED	20030318003	ONT

FAA unapproved PARTs notification

The following notices were published through the FAA Suspected Unapproved Parts (SUP) Program Office, AVR-20, which is now relocated to: 13873 Park Center Road, Suite 165, Herndon, VA 20171

Phone Number: 703-668-3720 **Fax Number:** 703-481-3002 **Web:** <http://www1.faa.gov/avr/sups/upn.cfm>

NUMBER	MANUFACTURER	AFFECTED PRODUCT	ISSUE DATE (YR/MWDD)
2002-00196	Good Aviation	Lycoming engines	2003/03/31
2003-00142	T and W Service	All propellers returned to service by this company	2003/03/31

equipment **ADs**

Transport Canada endeavours to send copies of new ADs which are applicable in Canada to the registered owners of the affected products. This type of AD is often only distributed to our regional offices because the owners of aircraft affected by equipment/appliance ADs are not generally known.

The following new equipment ADs have been received by Transport Canada in the last three months. Maintainers and Operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

<http://www.tc.gc.ca/civilaviation/certification/continuing/ad.htm>

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
AIR CRUISERS	2003-03-11	US	EMERGENCY SLIDE/RAFT SYSTEM P/N 6274-XXX) SB777-107-25-06 AND PROCEDURE P-12064 REV. F
ANJOU AERONAUTIQUE	2002-104(AB)R1	FR	SAFETY BELTS & RESTRAINT SYSTEMS TYPE 343-1 ANJOU AERONAUTIQUE SB 343-1-25-01
ANJOU AERONAUTIQUE	2002-105(AB)R1	FR	SAFETY BELTS & RESTRAINT SYSTEMS TYPE 343 SB 343-25-02
BENDIX	65-21-01 R1	US	BENDIX 756 & GARWING-760 STARTERS POSITIVE JAW DISENGAGEMENT
HONEYWELL	2003-04-06	US	PRIMUS II RNZ-850/851 INTEGRATED NAVIGATION UNIT ERRONEOUS GLIDE SCOPE DEVIATION
LUFTHANSA TECHNIK	2003-028	GY	WATER PURIFIER, LBASTC NO. TA0245 PART NUMBER 9-10001-06
LUFTHANSA TECHNIK	2003-029	GY	WATER PURIFIER, LBASTC NO. 21E2 TA0307 PART NUMBER 9-10001-22
LUFTHANSA TECHNIK	2003-030	GY	WATER PURIFIER, LBASTC NO. 21E2 TA0501 PART NUMBER 9-10001-22
LUFTHANSA TECHNIK	2003-031	GY	WATER PURIFIER, LBASTC NO. TA0585 PART NUMBER 9-10001-22
LUFTHANSA TECHNIK	2003-032	GY	WATER PURIFIER, LBASTC NO. TA0352 PART NUMBER 9-10001-22
PARACHUTES DE FRANCE	2003-088(AB)	FR	FLEXBACK P512-XX-XX) - CANOPY TRIGGERING HANDLE LOCK INSPECTION
ROYAL INVENTUM CO	90-109	ND	MODEL DA 57-1/-2/-2B SERIES COFFEE MAKERS - INVENTAIR SB DA27-25-001OR DA01-25-001
TELAIR INTERNATIONAL	2003-080/2	GY	CANCELLATION NOTICE OF AD 2003-08

special **MENTION**

Recently an aircraft wing manufacturer reported a large quantity of raw aluminum stolen. The material varied in length and thickness and was identified by a lot number.

There is a concern that the aluminum may be used in the aviation industry without required documentation. Transport Canada advises industry to be cautious when procuring material with any specific lot number listed below.

SUPPLIER	LOT NUMBER	ALLOY
ALCOA	749901	7150 T7751
ALCOA	764702	7150 T7751
ALCOA	764721	7150 T7751
ALCOA	781252	7150 T7751
ALCOA	521662	7150 T7751
ALCOA	582932	7150 T7751
ALCOA	566372	7150 T7751
ALCOA	566371	7150 T7751
ALCOA	781251	7150 T7751
ALCOA	781232	7150 T7751
ALCOA	521661	7150 T7751
ALCOA	521662	7150 T7751
ALCOA	628992	7150 T7751
ALCOA	755331	7150 T7751
CORUS	813869	2024 T351
CORUS	846146	2024 T351
CORUS	859298	2024 T351
CORUS	741803	2024 T351
CORUS	810486	2024 T351
CORUS	815822	2024 T351
CORUS	859302	2024 T351
CORUS	859303	2024 T351
CORUS	810207	2024 T351
CORUS	810205	2024 T351
CORUS	860605	2024 T351
CORUS	860606	2024 T351
CORUS	860806	2024 T351
CORUS	860807	2024 T351
CORUS	860607	2024 T351
CORUS	860608	2024 T351
CORUS	860609	2024 T351
CORUS	860610	2024 T351
CORUS	659079	2024 T351
CORUS	659081	2024 T351
CORUS	659082	2024 T351
CORUS	659085	2024 T351
CORUS	774201	2024 T351
CORUS	774200	2024 T351
CORUS	774202	2024 T351
CORUS	770069	2024 T351
CORUS	798846	2024 T351
CORUS	770070	2024 T351
CORUS	804613	2024 T351
CORUS	804615	2024 T351
CORUS	804618	2024 T351
CORUS	804616	2024 T351
CORUS	804617	2024 T351
CORUS	810207	2024 T351
CORUS	810205	2024 T351
CORUS	810206	2024 T351
CORUS	815826	2024 T351
CORUS	815825	2024 T351

service difficulty reports

Received by Transport Canada from
1 January 2003 to 31 March 2003

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN	MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN
aircraft													
AERO COMMANDER													
690	5530	VERTICAL STAB SKIN	410008173	CRACK	20030211012	PNR	100	2780	FLAP MOTOR	1003840403		20030211010	ONT
AEROSPATIALE							100	3230	MOTOR	1153800025		20030211009	ONT
AS 350BA	2910	HYD PUMP BELT	704A33690004	BROKEN	20030312002	QUE	100	3260	DOWN-LOCK SWITCH	1003810061		20030318016	ONT
AS 350BA	2913	HYD PULLEY SHAFT	S40	WORN	20030312019	ONT	100	5310	CHANNELS	50420014229	CRACKED	20030211005	PNR
AS 350BA	5302	TAIL BOOM ASSY			20030317015	PNR	100	5311	LEADING EDGE RIB	11562001025	CRACKED	20030211011	PNR
AS 350BA	6230	MAST BEARING	47898WC47820X	U/S	20030220010	PNR	100	5751	SKIN	991300009	CRACKED	20030317007	PAC
AS 350BA	8320	SAME		UNSERVICEABLE	20030317018	PNR	100	5751	UPPER SKIN	9913000011	CRACKED	200301129005	PAC
AS 350BA	6420	HALF SHELL	355A09103601	UNSERVICEABLE	20030205007	QUE	1900C	2340	PUSH/TALK SWITCH	301	FAILED	20030214005	ONT
AS 350BA	6420	HALF SHELLS	355109103601	UNSERVICEABLE	20030317005	PNR	1900C	5210	AIRSTAIR	11440002335	DELMINATION	20030112006	ONT
AS 350BA	6730	TAIL ROTOR SERVO	SC5072	FAILED	20030312018	ONT	1900C	5210	SEAL	1144000301	GAVE WAY	20030112006	ONT
AS 350BA	7280	SAME		SERVICEABLE	20030317017	PNR	1900C	6123	ARM LEVER	509440763	SLIPPED	20030211004	PAC
AS 350B1	2500	CARGO HOOK CABLE	704A31813010	BROKEN	20030317008	PAC	1900D	2730	TUBE ASSY/LH TORQUE			20030224001	ONT
AS 350B1	2910	HYD PRESS SWITCH	704A37721092	INOPERATIVE	20030319002	PAC	1900D	2910	HOSE	1013880175	CUT	20030318017	ONT
AS 350D	2910	HYD. PUMP BELT	704A33690004	BROKEN	20030312003	QUE	1900D	3100	INDICATOR	143800653		20030207007	PAC
AS 355F1	6321	LOCKNUT	SLW40442M50BP	LOOSE	20030305003	PAC	1900D	3260	SWITCH	404EN16	NORMAL	20030115003	ONT
AIR TRACTOR							1900D	3421	VERTICAL GYRO	33211T	INTERMITTENT	20030312020	PAC
AT 802	2810	FUEL HEADER TANK	512681	CRACKED	20030331005	PAC	1900D	6123	PCB CONNECTOR	35821511	CRACKED	20030305005	PAC
AIRBUS							1900D	7930	Oil PRESS INDICATOR	1303800455	INTERNAL FAULT	20030312021	ONT
A310 308	0000	CONNECTOR/WIRING	E0052R10865NF	WIRING BURNT	20030214011	QUE	200	0000	SPRING BUNGEE	5082004226	FAILED	8 SDRs	PNR
A310 308	0000	NIUUNKNOWN			20030325011	QUE	200	2780	LH IB FLAP CABLE	1013800001	TMSTED	20030102007	PNR
A310 308	1000	SCREW	NAS1351N412		20030214009	QUE	200	2780	OIL LH FLAP CABLE	1013800005	SHEARD	20030223004	PNR
A310 308	2900	TUBE ASSY	A27180210008000	PIN HOLE	20030321002	QUE	200	3231	PWD HINGE	508201834	CRACKED	20030112007	PNR
A310 308	2933	HYD QTY TX	647520151	READING LOW	200303112004	QUE	200	3250	LANDING GEAR STE			20030311008	PNR
A310 308	3220	BOLT	AN617	STRIPPED	20030122009	QUE	200	3250	STEERING LINK	5082003419	FAILED	20030112006	QUE
A310 308	3242	CLAMP ATTACHMENT	NE102660844AS	BROKEN	20030112002	QUE	200	5300	BULK-HEAD	Q11543008435	CRACKED	20030103007	PNR
A310 308	5240	NIUUNKNOWN	A57470707020200		20030115009	QUE	200	5312	BULK-HEAD	10143002115	CRACKED	20030222003	QUE
A310 308	7830	LEVER CAMPLATE	A7611511800000	BENT & TWISTED	20030108020	QUE	200	5313	RIVETS		POPPED	20030103005	PNR
A319 114	0000	PROX SENSOR	ABS012110	FAILED	20030110008	QUE	200	5330	BELLY SKIN			20030102005	PNR
A320 211	0000	NIUUNKNOWN			20030325002	QUE	200	5610	PILOTS WINDSHIELD	10138402523	CRACKED	20030311017	PAC
A320 211	2710	AILERON SERVO	31073110		20030327002	QUE	200	5610	WINDSHIELD	10138402518	CRACKED	20030123009	ATL
A320 212	0000	NIUUNKNOWN			20030204008	ONT	200	5610	WINDSHIELD	1013840252	CRACKED	20030218013	PAC
A320 212	2750	NIUUNKNOWN			20030120004	ONT	200	5620	WINDSHIELD	10138402522	SHATTERED	20030306001	PNR
A320 212	2750	PROXIMITY SENSOR	ABS012130	CONNECTOR LOOSE	20030204009	ONT	200	5711	RIVET	101430014	MISSING	20030103006	PNR
A320 212	3260	PROXIMITY SENSOR	ABS012110	FAULT	20030218005	ONT	200	6122	PROPELLER GOVERNOR	82100071	NOT GOVERNORING	20030221004	PNR
A320 231	2913	HOSE	AE707910	CHAFED	20030117008	ONT	200	7310	TUBE ASSY	304598701	BROKEN	20030124001	ONT
A330 243	3240	VALVE-PARKING	C247030021		20030113001	QUE	350	5751	AILERON, RH	101130003183		20030212001	ONT
A330 322	0000	SLIDE RAFT	NSA9311901	BURNT	20030304004	ONT	58	0000	MOTOR BRUSH	35175A	BROKEN	5 SDRs	PNR
A330 343	3230	VALVE ASSY			20030308006	QUE	65A90	3260	SWITCH	2MD31AX287	BROKEN	20030127005	ONT
BEECH							99	2120	VENT BLOWER	115384007	SMOKE	20030114005	ONT
A100	0000	INDICATION SWITCH	1003810061	U/S	20030130006	ONT	99	7310	FCU ROD END	3010458	NEW	20030212003	ONT
A100	2130	SUCTION LINE	NA	FROZEN	20030114006	ONT	99A	5730	WING HINGE PIN	501100002	FRACTURED	20030120010	NCR
A100	3230	ACTUATOR	508202085	SQUEEK/GRINDING	20030227003	ONT		6420	NUT ASSY	204010785001	CRACKED	20030317016	PNR
A100	3230	GEAR MOTOR	1153800025	INTERMITTANT	20030311018	ONT		5510	FITTING	206020121010	CRACKED	20030217001	PAC
A100	3230	NOSE LANDING GEAR			20030304005	PNR		2910	HYDRAULIC SERVO	206076062003	LEAKING	20030210004	PNR
A100	3280	INDICATION SWITCH	1003810061	U/S	20030130007	ONT		206L	TUBE ASSEMBLIES	206040544001	CORRODED	20030103016	ONT
A100	3320	POWER SUPPLY	PWFLC28	SHORTED	20030228011	PNR		206L	SPRING	206040108001	BROKEN	20030218004	PNR
A100	5520	ELEVATOR/STABBOARD	115610010125	SPUNE CRACKED	3 SDRs	PNR		206L	FUEL CNTRL LEVER	206064713101	FAILED	20030204014	ONT
B200C	3400	COAXIAL CABLE	RG223	UNSERVICEABLE	20030106002	PNR		206L 1	CONNECTOR	301792KDN	ARCED/CORRODED	20030212002	ONT
B300	3230	ACTUATOR	508202085	SQUEALING	20030107014	ONT		206L 1	SPRING	206040106001	BROKEN	20030211013	QUE
B300	5610	WINDSCREEN	101384025	SHATTERED	20030124003	ONT		212	POP OUT WINDOW	2059030100	MISSING	20030220001	PAC
C90	2731	BUSHINGS	905240241	SEIZED	20030326003	ONT		212	INPUT TRIPLEX BRG	205040246003	OUTR RCE SPALLED	20030220002	PAC
C90A	0000	SPAR FITTING	901100351	CRACKED	7 SDRs	PNR		212	CASE	7230	PUNCTURED	20030213003	PAC
C90A	2731	BUSHING	5061001735		3 SDRs	ONT		222U	BULKHEAD FITTING	222031506103A	CRACKED	20030228004	PAC
C90A	2731	BUSHING	906100105	SEIZED	20030326001	ONT		230	ROTOR BLADE	222015600111	CRACKED	20030305006	PAC
C90A	2731	ELEVATOR TRIM	AC50524161606		20030326002	ONT		407	STUDS (4)	407010105101	CRACKED	20030318019	ONT
C90A	2731	TRIM TAB	5052447413	BROKEN	20030318002	ONT		407	DISC BACK	407340340103	CRACKED	20030108003	ATL
C90A	3000	TUBE ASSY	130969P9D1000	COLLAPSED	20030317005	ONT		47G2	STRAP		CRACK	20030225004	PAC
C90A	5510	CHANNEL	504400317	CHAFED	20030221006	ONT		BELLANCA					
C90A	5711	SPAR FITTING	901100351	CRACKED	20030107003	PNR		7GCB	COTTER PIN	AN38022	BROKEN	20030108017	ONT
C90A	7110	EXHAUST STACK	1096500001	CRACKED OFF	20030115006	ONT		7GCB	TUBE ASSY	21949	CRACKED	20030218006	ONT
100	0000	NIUUNKNOWN			20030319007	ONT		727 171C	TRAILING EDGE	R165174331	CRACKED	20030127006	PNR
100	0000	SKIN	991300009	CRACKED	2 SDRs	VAR		727 200	ACT LMR PIVO BLK	AE4664100	CRACKED	20030313004	NCR
								727 22C	BUNGEE	69141001		200303312024	PAC
								727 223	CONTROL PANEL	80063258	FLUCTUATING	20030120005	ONT
								727 223	HYD A SYSTEM	651782114	SYSTEM BYPASS	20030123008	ONT
								727 225	FLAP INDICATOR	182893	SNAPPED	20030327005	ONT
								727 225	STAB TRIM GEARBOX	651448220	FAILED	20030228013	ONT
								727 25C	LED FLAP SWITCH	40174	INTERNAL FAILURE	20030327007	PNR
								727 25C	UNLOCK SWITCH	H1010153	INTERNAL FAIL	20030117007	PNR

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN	MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN
737 2T5	2740	SERVO			20030108004	PAC	CL600 2B19(RJ)	7830	STAY BRACE STRUT	A33721	UNSECURED	20030329002	NCR
737 2T5	2742	CANNON PLUG	AC817728	BURNT	20030103020	PAC	CL600 2C10(RJ)	2820	CIRCUIT BREAKER	MS141543	OPEN CIRCUIT	20030330001	NCR
737 2T5	2780	BEARING			20030121007	PAC	CL600 2C10(RJ)	2820	FUEL FEED LINE	CG670621041	CRACKED	2 SDRs	NCR
737 2T5	2782	ROLLER BEARING	69619433	FAILED	20030121003	PAC	CL600 2C10(RJ)	3417	ADC	8220372145	UNKNOWN	20030314001	NCR
737 2T5	3620	NIL/UNKNOWN			20030225003	PAC	CL600 2C10(RJ)	5810	SIDE WINDSHIELD	NP139H8650	CRACKED	20030314002	NCR
737 2T7	2710	BALL BEARING	BACB10A824		20030327003	PAC	CL600 2C10(RJ)	7250	ENGINE	CF348C1		20030313002	NCR
737 201	0000	FLAP TRANSMISSION	655032214	SEIZED/GRINDING	20030328003	ATL	CESSNA						
737 201	0000	PANEL	65454877	MISSING	20030328004	ATL	A185E	2387	AILERON CABLES			20030220008	QUE
737 201	0000	SKIN		CRACKED	20030328005	PNR	A185F	5136738	WIRE CRIMP LUG	5136738	OVERHEATED	20030204012	PAC
737 201	3100	NIL/UNKNOWN			20030212007	ATL	A185F	07321014	REIN-FAST HINGE	07321014	CRACKED	20030228001	ONT
737 201	5311	NIL/UNKNOWN			20030220006	ATL	A185F	052323178	FLAP TRACK RIB	052323178	CRACKS	20030321010	PAC
737 201	5330	NIL/UNKNOWN			20030207004	ATL	TU206G	0000	PRIMER LINE			20030218007	ONT
737 201	5610	WINDOW	7580001		20030220007	ATL	T310Q	3260	ACTUATOR TAB	CJ0701	FAILED	20030211008	PNR
737 217	0000	HYD ACTUATOR			20030318018	PAC	U206C	5514	BRACKET	07126294	CRACKED	20030131005	QUE
737 217	0000	MAIN WINDOW (F/O)		SHATTERED	6 SDRs	QUE	U206G	7713	VACUUM PUMP	1U128006	CRACKED	20030115002	PNR
737 217	1200	NOSE LANDING GEAR			20030205011	PAC		140	RUDDER CONTROL CABLE	0400107104	CORRODED	20030218008	QUE
737 217	2220	COMPUTER			20030107016	QUE		150L	RH DOORPOST	SK04118684		20030115005	ONT
737 217	2800	AUXILIARY POWER			20030108011	PAC		152	FLAP CABLE	040010745	FRYED	20030311003	PNR
737 269	2300	ACTUATOR HOSE	BACH86044ND0002	RUPTURED	20030220009	PNR		152	FUEL TANK STRAP	04285128	BROKEN STRAP	20030108018	ONT
737 275	0000	ENGINE			20030331004	PNR		152	RIB	04320016	CRACKED	20030107012	QUE
737 275	2422	STATIC INVERTER			20030103022	PNR		172J	RHEOSTAT	S18802	FAILED	20030108008	ATL
737 275	2887	OVERHEAD FUEL PANEL	683733595	OVER VOLTAGE	20030204001	QUE		172L	ENG MOUNT ASSY	95510171	CRACKED	20030114004	PNR
737 281	0000	NIL/UNKNOWN			20030313006	PNR		172M	ENCODER	AR850	FAILED	20030131003	PNR
757 236	3246	BOLT	BACB30MT826	BROKEN	20030107019	QUE		172M	TUBE	6006	TEAR APPROX 1/4"	20030306002	ATL
757 236	3246	BOLT	431276E	SHEARED	20030121001	QUE		172M	TUBE	0623150	2 TARE	2003031003	ATL
757 236	5210	BEARING	PACMKP23SFS408	CORRODED	20030214007	QUE		172M	MUFFLER	175400122	CRACKED	20030228010	PNR
757 258	2530	BUFFET/GALLEYS			20030131011	PAC		172N	TUBE	6006	TEAR APPROX 1/4"	20030118010	ATL
767 351	5610	WINDOW	141T480014	CRACKED	20030205004	QUE		172N	OIL PRESS GUAGE	284800053	READS HIGH	20030122005	PNR
767 385	2121	COOLING EXHAUST	732591		20030313005	QUE		172R	NIL/UNKNOWN			20030131007	ONT
767 38E	2121	FAN	732591A		20030304003	QUE		177RG	BOLT-TRAVEL STOP	NAS42846	WORN	20030203001	NCR
BOMBARDIER								180	BULKHEAD	071111224	CRACKED	20030228007	ONT
BD 700 1A10	3140	NIL/UNKNOWN			20030203003	NCR		180	GEAR LEG BRACKET	07900065	CORRODED	20030228008	ONT
BRITISH AEROSPACE								180	AILERON HINGE	06238181	SEIZED	20030228009	ONT
BAE 146 200	5610	WINDSCREEN 'A'	NF20216526	CRACKED	20030123011	ATL		182P	FLAP TRACK ASSY	122101015	CRACKED	20030106013	ONT
3212	2720	RUDDER TQ SHAFT	137315E3	WORN	20030106010	PNR		182Q	LANDING LIGHT SW			20030214008	ONT
CANADAIIR								208B	FUSELAGE FORMER		CRACKED	2003012003NCR	
CL215 6B11(CL415)	2730	BEARING	MS1410412P	SEIZED	20030206002	ONT		208B	SHROUD	26520227	CRACKED	20030122003ONT	
CL215 6B11(CL415)	5753	PANEL	21514001822	DELAMINATION	20030128002	QUE		208B	EXHAUST BRACKET		CRACKED	20030325006ONT	
CL600 1A11(600)	7311	FUEL HEATER	31188401	CRACK	20030128004	NCR		310L	PISTON & AXLE	504100077	CRACKED	20030219004ONT	
CL600 1A11(600)	2832	CHECK VALVE	ACA3581D71		20030219003	NCR		310Q	STEERING BELLCRANK	59420011	CRACKED	20030324003NCR	
CL600 1A11(600)	3425	ALTITUDE PRE-SELECT	LSTASA8626	NOT RESOLVED	20030110007	QUE		310R	TUBE	565010	2 TEARS APPROX 1/4	20030318015ATL	
CL600 2A12(601)	2760	HYDRAULIC LINE	6007512315	PIERCED	20030130003	QUE		310R	PROPELLER	6114		20030122004PNR	
CL600 2A12(601)	3246	WHEEL ASSY			20030113006	QUE		336	FLAP CABLE	14601007	FAILED	20030227004PAC	
CL600 2A12(601)	5210	TENSION FITTING	600314983	BROKEN	20030122001	QUE		337G	FLAP CABLE	14601007	FRAYED	20030227005PAC	
CL600 2B16(604)	0000	NIL/UNKNOWN			20030117003	NCR		402C	CREW DOOR	521130014	MISSING	20030106010PNR	
CL600 2B16(604)	2710	AILERON PCU		LEAKING	20030117004	NCR		402A	SEAT SUPPORT	50110117	CRACKED	20030103017PNR	
CL600 2B16(604)	2730	PITCH FEEL	6006230053	ROUGHNESS	20030131006	NCR		421A	WINDSCREEN	5111604202	LOST EXCEPT EDGE	20030210003PNR	
CL600 2B16(604)	3480	CONTROL DISPLAY	8220867008	FAILED	20030328002	NCR		421B	LINE MANIFOLD PRES		LOCKED	20030128001PNR	
CL600 2B19(RJ)	2460	TERMINAL BLOCK	MS2721225	BURNT	20030120001	NCR		421C	STARTER VIBRATOR	10357487242	INTERMITTENT	20030203004PNR	
CL600 2B19(RJ)	2710	AILERON REAR QUAD	600911787	FAILED	20030312008	QUE		441	TURNBACK INDUCTOR	C6810320101	FAILED	20030127002PAC	
CL600 2B19(RJ)	2710	PULLY	600908002	SEIZED	20030330002	NCR		441	MULTI-FUNCT DISPL	KMD850	FAILED	20030127003PAC	
CL600 2B19(RJ)	2721	TRIM PANEL	601R512263	UNSERVICEABLE	20030317001	NCR		441	INBOARD FLAPS	58250057	DELAMINATED	20030312013QUE	
CL600 2B19(RJ)	2752	FLAP ACTUATOR	852D10011	FAILED CHECK	20030130004	ATL		550	START GENERATOR	23080025	BEARING FAILURE	20030221009ONT	
CL600 2B19(RJ)	2797	SPOILERON PCU		PINS PUSHED IN	20030106006	ATL		560	RUDDER TRIM ACTUATOR		CRACKED	20030321001ONT	
CL600 2B19(RJ)	2820	FUEL SYSTEM COMP			20030108014	ATL		560	BOBWEIGHT ARM	55855028	CRACKED	20030221007ONT	
CL600 2B19(RJ)	2820	TUBES	601R6226135	CHAFED	20030120002	NCR		560	BRAKE HOSE	124K0016CL0150	LEAKING	20030120040ONT	
CL600 2B19(RJ)	3230	NOSE LANDING GEAR			20030225008	NCR		560	BRAKE ANTI-SKID			20030312023ONT	
CL600 2B19(RJ)	3280	MLG ACTUATOR	1700810J	DAMAGED	20030312011	NCR		560	HOSES		TOO SHORT	20030221008ONT	
CL600 2B19(RJ)	5610	LH SIDE WINDOW	NP1383225	CRACKED	3 SDRs	VAR		560	STATOR	1338832	BROKEN	20030320002ONT	
CL600 2B19(RJ)	5610	RH WINDSHIELD	NP1383216	CRACKED	20030119007	NCR		560	PASSENGER/CREW D			20030312022ONT	
CL600 2B19(RJ)	5610	SIDE WINDOW	NP1383211	CRACKED	4 SDRs	VAR		560	OUTERD SKIN	55240051	CRACKED	20030103011ONT	
CL600 2B19(RJ)	5610	SIDE WINDOW	NP1383221	CRACKED	20030123003	NCR		560	RIB EXTENSIONS	6525115	WORN	20030311001ONT	
CL600 2B19(RJ)	5610	SIDE WINDOW	NP1383225	CRACKED	2 SDRs	NCR		560	PICCOLO TUBE		CRACKED	20030103012ONT	
CL600 2B19(RJ)	5610	SIDE WINDOW	NP1383226	CRACKED	3 SDRs	NCR		CONVAIR					
CL600 2B19(RJ)	5610	WINDOW	NP1383222	CRACKED	2 SDRs	NCR		340	DOWNLOCK SWITCH			20030307003	PAC
CL600 2B19(RJ)	5610	WINDSHIELD			20030119002	NCR		340	BRAKE DISK	9531478	FRACTURED	20030228002	PAC
CL600 2B19(RJ)	5610	WINDSHIELD	NP1383219	CRACKED	20030221002	NCR		340	LONGERON		CORRODED	20030320005	ONT
CL600 2B19(RJ)	5610	WINDSHIELD	NP1383213	SHATTERED	20030221005	QUE		DASSAULT					
CL600 2B19(RJ)	7230	ENGINE	CF343A1	UNSERVICEABLE	20030108001	QUE		FALCON 10	HYD PRESS LINE	F10A751311	WORN	20030107015QUE	
CL600 2B19(RJ)	7230	POWER PLANT			20030114008	QUE		FALCON 20	LINE	MY20781154	LOOSE FITTING	20030112005ONT	
CL600 2B19(RJ)	7280	CARBON SEAL	5018T49P01	LEAKING	20030329001	ONT		FALCON 20	PX TRANSMITTER	11346AA	FALSE INDICATION	20030112009ONT	
CL600 2B19(RJ)	7310	APU FUEL CONTROL		LEAKING	20030114002	ONT		DEHAVILLAND					
CL600 2B19(RJ)	7320	FUEL CONTROL UNIT		LEAKING	20030319005	ATL		DHC 2	CASING INNER ASSY	C2UF1781A	BROKEN	20030327009	NCR
CL600 2B19(RJ)	7321	FU	6078T55P13		20030119004	QUE		DHC 2 MKI	SPAR CENTER SECT	C2TP57	CRACKED	2 SDRs	QUE

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DHC 2 MKI	2820	FLAPPER VALVE		BROKEN SPRING	20030323001	PNR	GRUMMAN						
DHC 2 MKI	2820	FLAPPER VALVE	525GG12D	DETERIORATION	20030319004	PNR	G 159	2421	ALT REAR BEARING		DISINTEGRATED	20030311002	PNR
DHC 2 MKI	3221	FITTING	585926L	CRACKED	20030129002	ONT	GULFSTREAM						
DHC 2 MKI	5510	FWD CENTRE SPAR	C2TP57	CRACKED	20030305007	PAC	690D	3422	IND GYRO HORIZON	102004104	AILED	20030108005	ATL
DHC 2 MKI	5520	ELEVATOR TORQUE	C2T7A	WORN	20030318009	PAC	HAWKER SIDDELEY						
DHC 2 MKIII	5551	BRACKET	CZF54663A	CRACKED	20030205001	ONT	HS 748 2A	0000G	PS/VHF ANTENNA	C14510700	CRACKED	20030103003	ONT
DHC 6 300	0000	NIL/UNKNOWN			6 SDRs	ONT	HS 748 2A	3220T	OGGLE	200143255	BREAK	20030312004	ONT
DHC 6 300	0000	SPAR ADAPTR ASSY	C6WM102727	CRACKED	20030312017	ONT	HUGHES	369D					
DHC 6 300	1101	EXTERIOR COLORS			20030325008	ONT	LEARJET	7500	TUBE ASSY-COMP	369H8407	HOLES	20030211006	PNR
DHC 6 300	3200	COMPRESSION BLCKT	C6CU114033	CRACKED	20030103013	PNR	35	2435	DRIVE SHAFT	15872694	SHEARED	20030121004	QUE
DHC 6 300	5310	SPAR ADAPTR ASSY	C6WM102727	CRACKED	20030318004	ONT	45	3234	MLG CONTROL VALVE	66323020010		20030205012	PAC
DHC 6 300	5751	OTBD MOST RIB	C6WA110137	CRACKED	20030211001	PNR	55	3310	TERMINAL BLOCK	TB1	OVERHEATED	20030218012	PNR
DHC 6 300	7921	OIL COOLER BRACKET	C8L10211	CRACKED	20030211002	PNR	LOCKHEED						
DHC 7 102	3010	DE-ICE LINE	73010033147	CHAFED	20030320001	ONT	L 1011 385 1 14	5230	NIL/UNKNOWN			20030317002	QUE
DHC 7 102	3010	DE-ICE LINE	73010033147	CHAFED/ HOLE	2 SDRs	NCR	L 1011 385 1 14	7110	DOOR ACCESS STAR	LJ17001	MISSING	20030113015	QUE
DHC 8 100	5300	CLEATS	85310945107	CRACKED	200303213002	NCR	L 1011 385 3	0000	NIL/UNKNOWN			20030113014	QUE
DHC 8 102	0000	OIL COOLER		LEAKING	20030326004	ATL	L 1011 385 3	0000	NIL/UNKNOWN			20030304001	QUE
DHC 8 102	0000	PRESSURE SWITCH		FAILED	20030106015	ATL	L 1011 385 3	1210	FUEL TANK			20030113012	QUE
DHC 8 102	0000	PRESSURE SWITCH	7G772	FAILED	20030103021	ATL	L 1011 385 3	2130	WATER SEPARATOR	7339308		20030112007	QUE
DHC 8 102	2440	NAV MODE DISPLAY	82210021005	BURNIT CIRCUITS	20030103018	ATL	L 1011 385 3	2520	NIL/UNKNOWN	103080100		20030317003	QUE
DHC 8 102	2781	SPOILER BRACKET	85710558001	CRACKED	20030113007	ATL	L 1011 385 3	2530	FAN	M2801A6A	SEIZED	20030228005	QUE
DHC 8 102	2900	HYDRAULIC LINE	82950010211	CRACKED	20030307001	ATL	L 1011 385 3	2781	SLAT POSITION PR	801802		20030112010	QUE
DHC 8 102	2900	TUBE ASSY	82970410119	CHAFED	20030207001	ATL	L 1011 385 3	2910	TUBE ASSY, SYST	B1564213139	CRACKED	20030113004	QUE
DHC 8 102	2910	FLEX LINE	D5C252A40230	CHAFED	20030113010	ATL	L 1011 385 3	5510	STABILIZER			20030112003	QUE
DHC 8 102	2910	HYDRAULIC LINE	82970010401	LEAKING	20030122006	ATL	L 1011 385 3	8097	NIL/UNKNOWN			20030214010	QUE
DHC 8 102	3230	HOSE ASSEMBLY	8297002640124	LEAKING	2 SDRs	ATL	MCDONNELL DOUGLAS HC						
DHC 8 102	3233	CYLINDER ASSY	82970018011	CORRODED	20030212008	ATL	500N	7250	NO 5 BEARING	6829641	MAKING METAL	20030312016	QUE
DHC 8 102	3246	WHEEL ASSY	L713049		20030203002	ATL	MOONEY						
DHC 8 102	6120	O-RING	M632481111	WORN/MISSING	20030108011	ATL	M20C	2810	ADAPTER	43122	CORROSION	20030108004	ATL
DHC 8 102	7921	OIL COOLER	28E997	LEAKING	20030108019	ATL	M30M	3230	LANDING GEAR	SP152002503	SEIZED	20030110003	QUE
DHC 8 300	0000	OUTER CYLINDER	10195101	CORRODED	20030130008	NCR	MORAVAN						
DHC 8 311	2910	TUBE ASSY	82970009173	LEAKING	20030108014	ATL	Z242L	7414	IMPULSE COUPLING		LOOSE RIVET	20030325005	ONT
DHC 8 311	3246	WHEEL BEARING	L713049	FAILED	20030305004	ATL	PILATUS						
DHC 8 311	7921	OIL COOLER	28E997	LEAKING	2 SDRs	ATL	PC 12 45	0000	PITCH TRIM ACTUATOR		SEIZED	20030324009	PNR
DHC 8 400	2750	FLAP LEVER - MOD	FE282001		20030109002	NCR	PC 12 45	2742	PITCH TRIM ACTUATOR		SEIZED	20030324008	PNR
DHC 8 400	2821	FUEL FILTER IMPE			20030108015	NCR	PC 12 45	2750	FLAP SYSTEM		FAILED	20030312010	QUE
DHC 8 400	2904	POWER UNIT	4213402		20030108009	NCR	PC 12 45	2752	FLAP ACTUATORS	787320307	FROZEN	20030205005	PNR
DHC 8 400	3010	DUAL DISTRIBUTION	4100S005001		3 SDRs	NCR	PC 12 45	2752	FLAP POWER DRIVE	952D1005	FAILED	20030205003	PNR
DHC 8 400	3230	HARNESS	467085	BROKEN, BENT	20030321005	NCR	PC 12 45	2822	BOOST PUMP			20030224002	ONT
DHC 8 400	3230	NOSE GEAR DOWNLOAD	471515		20030122002	NCR	PC 12 45	3010	DEICE TIMER			20030108012	ONT
DHC 8 400	3230	SOLENOID SEQUENCE	483023		20030113002	NCR	PC 12 45	3020	HOSE	5302412123		20030219002	ONT
DHC 8 400	3246	WHEEL ASSY	315731	DEPARTED A/C	20030128001	NCR	PC 12 45	3080	AOA TRANSMITTER	9754421422		20030210005	ONT
DHC 8 400	3280	LANDING GEAR CON			20030114001	NCR	PC 12 45	3222	GUIDE RING	5322012200	FAILED	20030228003	QUE
DHC 8 400	3297	HARNESS	471515		20030321003	NCR	PC 12 45	3222	NOSE LANDING GEAR	5322012200	FAILED	20030228002	QUE
DHC 8 400	5330	SKIN ASSY	85337034	WRINKLED	20030204010	NCR	PC 12 45	3230	PRESSURE SWITCH	9738114306	INTERMITTENT	20030121001	ONT
DHC 8 400	7532	P2.2 BLEED VALVE			20030121008	NCR	PC 12 45	3242	BRAKE	15907400	WORN	20030210002	ONT
DHC 8 400	7540	DUCT LEAK TEMPER			20030109008	NCR	PC 12 45	3242	ROTOR DISK	23203500	CRACKED	20030116006	PNR
DOUGLAS							PC 12 45	3297	NIL/UNKNOWN			20030207003	ONT
DC9 83	0000	INBOARD HALVE	WH50078902	CRACKED	3 SDRs	QUE	PC 12 45	3310	WIRE			20030120011	ONT
EMBRAER							PIPER						
EMB 110P1	3222	NOSE GEAR ASSY	110P241021	BROKEN	20030318012	QUE	PA18	5520	L/H STABILIZER	1279004	CRACKED	20030107011	QUE
EMB 110P1	3222	STEERING RACK ASSY	1485500102	FAILED	20030318014	QUE	PA23 250	2740	FWD STAB TRM CAB	1430011	FRAYED	20030311007	QUE
EUROCOPTER DEUT							PA28 140	5720	FWD/FT SKINS	0062061002	CRACKED	20030214006	ONT
BK117 B 2D	6210	MAIN ROTOR BLADE	117151311	CRACK	20030125001	PNR	PA28R 200	3220	NOSE GEAR TRUNIQ	6705403	CRACKED	20030107010	QUE
BO105 C BS	6320	BEARING BUSHING	4638303008	SPINNING	20030123004	ONT	PA31	3210	TUBE	65010	2TARE APROX 1/4	20030319001	ATL
BO105 C CDN	6320	AINBEARING	4638302023	SCRAP	20030327004	ONT	PA31	3230	POWER PACK	OAS29305	UNSERVICEABLE	20030228015	ONT
BO105 C CDN	7260	STUD	AN150832	BACKED OUT	20030321008	ONT	PA31 310	2400	NEG FIELD WIRE		CHAFED	20030206003	QUE
BO105 C CDN	7321	FCU	23065104	INTERNAL FAILURE	20030103014	ONT	PA31 350	3297	NIL/UNKNOWN			20030227006	ONT
BO105 C CDN	7323	GOVERNORS	23065125	INTERNAL MALFUNCTION	20030103015	ONT	PA31 350	7600	L/H CABLE ASSY	2489418	SEIZED	20030318006	QUE
FOKKER							PA31T	0000	RUDDER TORQUE TU		CORRODED	20030324006	PAC
F28 MK1000	2612	ELECT CONTRL UNIT	31072	SENSITIVE TRANSIENT	20030106012	PNR	PA31T	2434	CABLE ASSY	2923916	BURNT	20030108008	PNR
GRUMMAN							PA31T	5312	BULKHEAD	4521504	CRACKED	20030114007	PNR
G 159	2421	ALT REAR BEARING		DISINTEGRATED	20030311002	PNR	PA31T	5540	RUDDER TORQUE TU			20030324005	PAC
GULFSTREAM							PA31T2	5511	SPAR ASSY	4653824	CRACKED	20030211007	ONT
690D	3422	IND GYRO HORIZON	102004104	AILED	20030108005	ATL	PA31T2	7500	REGULATOR VALVE	5842281H5210	NORMAL APEARANCE	20030313003	ONT
HAWKER SIDDELEY							PA34 200T	2820	HEATER FUEL LINE	3716742	CORRODED	20030107018	PNR
HS 748 2A	0000G	PS/VHF ANTENNA	C14510700	CRACKED	20030103003	ONT	PA34 200T	3221	NOSE GEAR MOUNT		CRACKED	20030324004	QUE
HS 748 2A	3220T	OGGLE	200143255	BREAK	20030312004	ONT	PA46 500TP	6122	SHAFT (DRIVE)		SHEARED	20030124004	ONT
HUGHES							ROBINSON						
369D	7500	TUBE ASSY-COMP	369H8407	HOLES	20030211006	PNR	R44	2910	BRACKET	D2022	CRACKED	20030320004	ONT
FOKKER							SCHWEIZER						
F28 MK1000	2612	ELECT CONTRL UNIT	31072	SENSITIVE TRANSIENT	20030106012	PNR	299C	2520	BELT SET	269A55125	CRACKED	20030311006	ONT

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RCN
289C	7322	CONTROL CABLE	269A4897901	STIFF	20030311005	ONT
289C-1	6330	CONTROL UNIT	269A9533001	FAILED	20030103002	PNR
SHORT & HARLAND						
SD3 60	3250	FLEXIBLE HOSE ASS	D3730311XA	LEAKING	20030327008	PAC
SD3 60	5520	BALANCE WEIGHT	VARIOUS	SEPARATED	20030220005	PAC
SD3 60	5520	BRACKET, BALANCES	D3316213XB	CRACKED	20030225002	PAC
SD3 60 300	2750	FLAP SELECTOR CASE	D3452597XA	BROKEN	20030110002	NCR
SIKORSKY						
S61N	6210	BLADE	6117020201067	CRACKED	20030212009	PAC
S64E	7330	COMPENSATOR/ACTUATOR	B12551	FAILED	20030102002	PAC
289C	2520	BELT SET	289A455125	CRACKED	20030311006	ONT
289C	7322	CONTROL CABLE	289A4897901	STIFF	20030311005	ONT
289C-1	6330	CONTROL UNIT	289A9533001	FAILED	20030103002	PNR
SWERINGEN						
SA226TC	3230	RELAY	A882DL	BROKEN	20030227002	PNR
SA226TC	3260	SWITCH	1E9516	INTERMITTENT	20030117008	PNR
SA226TC	5210	RECEPTACLE	2720063907	CRACKED	20030313004	PNR
SA227AC	2910	HYD LINES	2781006475	CHAFED	20030106009	PNR

engines

ALLISON						
AE-3007A1	8000	TBA	TBA	TBA	20030130001	QUE
250-C20	7250	TURBINE ASSY	6898734	BINDING	20030314004	ONT
250-C20B	0000	SEAL ASSEMBLY	406340104101	FAILED	20030318001	PNR
250-C20B	7260	BALANCE RETAINER RING	23009342	BROKEN	20030204011	PAC
250-C20R2	7250	TURBINE ASSEMBLY			20030127001	QUE
250-C30P	7310	GOVERNOR	23065125	NEW	20030124002	QUE
250-C30P	7321	FUEL CONTROL UNIT		FROZE	20030108001	QUE
250-C30S	7200	TUBE ASSY	23001846	CONTAMINATED	20030204017	PAC
AVCO LYCOMING						
AEO-360-A1B6	8520	CRANKCASE SEAL	SL13792	BLOWN OUT	20030116004	ONT
IO-360-C1A	8520	CAMSHAFT	SL18840	OUT OF LIMITS	20030129003	QUE
IO-360-C1A	8530	CYLINDER ASSY	LW12417	LEAKING	20030103004	ATL
IO-360-B1B	7414	SHUNT ASSY	UNKNOWN	CRACKED	20030321004	PNR
IO-360-M1A	7810	EXHAUST PIPES		CRACKED	20030103010	PNR
IO-360-M1A	8530	C YLINDERS	L2W12397	PITTED	20030103009	PNR
IO-540-AA1A5	8520	BUSHING	LW13923	CRACKED	20030214003	QUE
IO-540-C4B5	2421	RING GEAR ASSY	7503085	CRACKED	20030108002	PAC
IO-540-K1A5	7414	ENG DATA PLATE	753690	WRONG TIMING	20030214002	PNR
O-235-L2C	7322	CARBURETOR	105267		20030128003	PNR
O-320-D2J	8520	CRANKSHAFT	LW17071		20030328001	ONT
O-320-D2J	8520	CRANKSHAFT	LW17031	CORRODED	20030131002	PNR
O-320-E2D	8530	CYLINDER	SL32006WA21P	STUCK	20030211003	ONT
O-320-E3D	8550	OIL FILTER	CH48110	LEAKING	20030331002	ONT
O-320-H2AD	8520	CRANKSHAFT	LW15916	CORRODED	20030127004	PNR
O-360-A4K	8530	CYLINDER #2	05K21104CKP	FISSURE	20030331001	QUE
O-360-F1A6	8530	CYLINDER	CL12CN	CRACKED	20030122008	PNR
TIO-540-A2B	7810	CLAMP	557584	BROKEN	20030319008	PNR
TIO-540-A2B	8520	BOLT	STD2209	SHEARED	20030103019	ONT
TIO-540-A2C	7414	RETARD POINTS		FALLING OFF	20030214004	ONT
TIO-540-A2C	8520	R/H CRANKCASE		CRACKED	20030107013	QUE
TIO-540-J2B	8520	ENGINE		METAL CONTAMINATED	2 SDRs	PNR
TIO-540-J2BD	7310	FUEL NOZZLE LINE	LW120980100	BROKEN	3 SDRs	PNR
TIO-540-J2BD	8120	TURBOCHARGER	TH08A60	CRACKED	20030123005	ONT
TIO-540-J2BD	8530	CYL. BASE NUT	383B		20030328007	QUE
TIO-540-R2AD	8122	PISTON		MELTED	20030106016	ONT
BOMBARDIER ROTAX						
912 A3-F3	8530	CYLINDER	913220	IMPACT DAMAGE	20030207008	ONT
912 S3	8530	EXHAUST VALVE	854116	BROKEN	2 SDRs	VAR
CFM INTERNATIONAL						
CFM56-5A1	7200	POWER PLANT			20030304002	QUE
CFM56-5A1	7230	ENGINE ASSY			20030106005	QUE
GARRETT						
TFE731-2-2B	7230	ENGINE			20030307002	QUE
TFE731-2-2B	7314	ENGINE FUEL PUMP	307085063	FAILED	20030225001	QUE
TFE731-5R-1H	7260	ACCESSORY GEARBOX	307000315	OILY	20030110001	QUE
TPE331-10UGR	2435	STARTER-GENERATOR	23079009	SEIZED	20030110004	PNR
TPE331-10UGR	7230	COMPRESSOR BRG	31037081	SPALLED	20030103008	PNR
GENERAL ELECTRIC						
CF34-3A1	2913	ENGINE DRIVEN PUMP	601R751133	FAILED	20030116002	QUE
CF34-3B1	8000	R/H ENGINE	CF343B1	FAILED	20030116001	NCR
CF6-80C2B8F	7230	NI/UNKNOWN			20030228001	QUE

CF6-80C2B8F	7260	CONTROL ALT			20030115001	QUE
CJ610-6	2435	STARTER GENERATOR	3083649AT	FAILED	20030110006	PNR
PRATT & WHITNEY						
JFTD12A-4A	7310	FUEL CONTROL UNIT	7045402L2	FAILED	20030331006	PAC
JT15D-1	7200	TO BE DETERMINED			20030219001	NCR
JT8D-17	4930	APU			20030224003	PNR
JT8D-17	7250	ENGINE			20030313007	PNR
JT8D-17A	4920	COOLING FAN ASSY			20030221010	ATL
JT8D-17A	4950	APU		FAILED	20030224004	QUE
JT8D-219	7230	13 STAGE MANIFOLD	777843	UNKNOWN	20030108013	QUE
JT8D-219	7250	TURBINE BLADES		DAMAGED	20030107017	QUE
JT8D-9A	7310	FUEL SUPPLY LINE	523994	WORN	20030120038	ATL
JT8D-9A	7321	FUEL CONTROL UNIT	JFC602	SHEARED SHAFT	20030108001	ATL
PT6A-135	7810	LARGE EXIT DUCT	3031988	CRACKED	20030311004	PNR
PT6A-27	7230	1ST STG STATEVANE	3031951	FRACTURED	20030318007	PNR
PT6A-28	7530	ENGINE		SURGING	20030113003	ONT
PT6A-34	2435	STARTER GEN	2CM306D4	FAILED	20030120007	ONT
PT6A-41	7230	COMPRESSOR STATOR	310866201	FAILED	20030106007	PNR
PT6A-41	7230	ENGINE		FAILED	20030225007	ATL
PT6A-41	7260	ENGINE		FAILED	20030218011	ATL
PT6A-65B	6120	SEAL, RING	3022852	UNKNOWN	20030130002	PAC
PT6A-67AG	7314	FUEL PUMP	AN4101	LEAKING	20030108006	ATL
PT6A-67B	6140	CSU	NORMAL		20030325012	QUE
PT6A-67B	7890	OIL PRESS TRANS	PT20R1PE100000	CORRODED	20030312012	QUE
PT6A-67B	8550	OIL FILTER	3034292	PLUGGED-CARBON	20030228014	QUE
PT6A-67D	7230	ENGINE		3 SDRs	VAR	
PT6A-67D	7250	PT BLADES		FAILED	20030108007	ATL
PT6A-67D	7260	CARBON SEAL	3036777	CRACKED	20030123010	ONT
PT6A-67D	7532	ENGINE		CRACKED	20030207008	PAC
PW123	0000	OIL COOLER		LEAKING	20030326005	ATL
PW123AF	7600	FUEL HEATER	312007502	FISSURE	20030207002	QUE
PW150A	6122	OVERSPEED GOVERNOR			20030218010	ONT
PW150A	7311	OIL COOLER BY-PASS			20030108004	ONT
PW150A	7532	P2.2 BLEED VALVE			20030109005	ONT
PW4060	7230	NI/UNKNOWN			20030205002	QUE
R-1830-92	8530	CYLINDER	116733	CRACKED	20030228012	PAC
R-985-AN-14B	8530	CYLINDER	396953	OVERHAUL	20030115008	ONT
R-985-AN-14B	8530	NI/UNKNOWN			20030318008	QUE
ROLLS ROYCE						
BR700-715A1-30	7261	OIL PUMP	LR47000A	FAILED	20030306007	QUE
DART 53A-2	7120	ENGINE			20030110005	ONT
DART 53A-2	7261	ENGINE	5342	METAL CONTAMINATED	20030327008	ONT
RB211 TRENT 772B40	7260	ENGINE			20030116005	QUE
RB211 TRENT 772B40	7261	ENGINE			20030228006	QUE
RB211-22B-02	7200	NI/UNKNOWN			20030214001	QUE
RB211-524B4-02	7200	ENGINE			20030113013	QUE
RB211-524B4-02	7250	ENGINE			20030130005	QUE
SPEY 511-8	7230	AS20625/K186114	7234	FAILED	20030324010	QUE
TELEDYNE CONTINENTAL						
GT50-520-D	8011	SHAFT GEAR	631847	BROKEN	20030116003	QUE
IO-470-L	7414	MAGNETO ASSY	6310	FAILURE	20030227001	PNR
IO-520-F	8520	ENGINE		DISCONNECTED	20030225005	PNR
IO-550-F	8530	INTAKE TUBE	655238	CRACKED	20030318005	QUE
O-200-A	8530	CYLINDER		WORN	20030325007	QUE
O-200-A	8011	DRIVE GEAR		WORN	20030318011	ONT
O-200-A	8530	CYLINDER HEAD	641917	CRACKED	20030320003	PNR
O-200-A	8530	EXHAUST VALVE		STICKY	20030331007	PNR
TSIO-520-E	7921	OIL COOLER	636900	CRACKED	20030218009	QUE
TSIO-520-VB	7921	OIL COOLER	636900	CRACKED	20030225006	QUE

propellers

HARTZELL	6122	CAM ASSY	CT2CE10381	CRACKED	20030205008	ONT
HC-B31N-3B	6120	PROPELLER		FAILED	20030331708	PNR
HC-B4MP-3B	6122	PROP GOVERNOR	H210800	RPM HUNTING	20030102008	PNR
HC-C4YR-2	6110	BLADE BEARING		CRACKED	20030324002	PAC
HC-E4A-3I	6114	HUB	E3832	FAILED	20030114003	PAC
UNKNOWN	6122	BASE	51742	CRACKED	2 SDRs	PNR
MCCAULEY						
D2A3C58	6111	PROPELLER	D3A36C435A	FAILED	20030305008	PNR
3AF32C504C	6111	BEARINGS	A5270	DENTED	20030103001	PNR

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN	MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN
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equipment

AEROQUIP													
AE70110	1410	HOSE											
390A20D48	7310	FITTING (SOCKET)	AN21220D										
AIRBORNE													
1H525	7713	CHECK VALVE/MANIFOLD											
CESSNA													
C4140070102	2300	MOTOR	19A6002	BEARINGS WORN	20030317004	ONT							
FORD													
DOFF10300B	2434	ALTERNATOR			20030331008	ATL							
LUCAS													
23068002A	2435	BEARING	03600923	FAILED	20030321013	ATL							
MICHELIN													
0773670	3244	TIRE	0773670		20030320006	NCR							
POINTER													
PS400010	0000	EMERGENCY LOCATOR SW			20030331010	NCR							
PRATT & WHITNEY													
PT6T3B	2435	STARTER-GENERATOR	23046020	FAILED	20030108018	PAC							
SLICK													
4372	7414	IMPULSE COUPLING	M3100	LOOSE RIVET	2 SDRs	ONT							
ZENITH													
P94B12203C	7314	SAME	SAME	UNSERVICEABLE	20030203005	PNR							

LEGEND

ATA Air Transport Association number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN ICA region of SDR submitter:
PAC = Pacific, **WST** = Western, **CTR** = Central,
ONT = Ontario, **QUE** = Quebec, **ATL** = Atlantic,
OTT = Ottawa (I-IQ),
VAR = more than one Region

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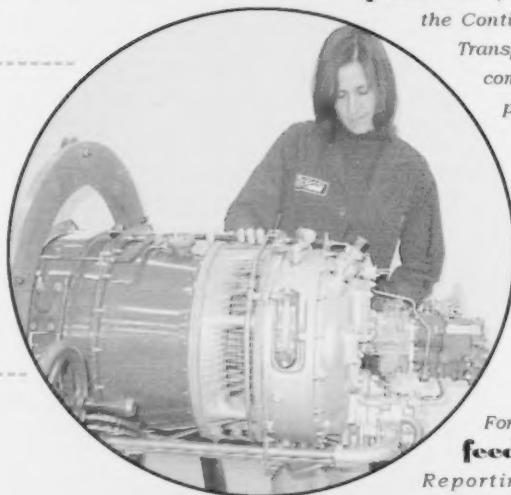
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